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AFOIN  
23 March 1956

EAST GERMANY - RAIL TRANSPORT STATISTICS - 1955

Ton Km (Billions)	24.0	approx <u>1/</u>
Tons Originated	142,857	approx <u>2/</u>
Average Length of Haul	168	approx <u>3/</u>
Turnaround Time	3.5	approx <u>4/</u>
Average Daily Carloading	26,000	<u>5/</u>
Net Tons Per Car	15	<u>6/</u>
Operable Car Park	90,000	<u>7/</u>

1/ Tons originated x average length of haul = ton kilometer

2/ Average daily carloadings x net tons per car x 365 = tons originated

3/ Average length of haul (post-war boundaries) in 1936 accepted. (W.Seidel "Verkehrswirtschaft und Verkehrspolitik in Der Sowjetzone." Bonn 1953, p. 34 Uncl.) No definite basis for post-war change known.

4/ TAT =  $\frac{\text{Av. loaded haul} + \text{Av. Empty haul}}{\text{Av. car speed}} + \frac{\text{Loading} + \text{Unloading Time}}{24}$

Where: Average Loaded Haul = 168 km  
Average Empty Haul = 59 km (ratio of loaded to total car miles assumed to be 74%)

Average Car Speed = 6 km/hr or 144 km/day  
Loading - Unloading = 48 hours

(Formula and ranges obtained from:  
EIC Subcommittee on Transportation. Report of the Working Group for the Study of Rail Line capacity to the Subcommittee on Transportation 15 Sept 1955. p. 37)

5/  $\frac{\text{Operable Car Park}}{\text{Turnaround Time}} = \text{Average Daily Carloadings}$

6/ Average car capacity estimated as 20 tons (average carload estimated to be 75% of capacity - EIC Working Group Report); 1955 East German Economic Plan calls for increase from 15.42 to 15.55 tons. (average freight car load). Approximately 15 tons seems to be feasible estimate for average car loading.

7/ Range indicated to be between 80,000 - 100,000 for operating park.

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HUNGARY - RAIL TRANSPORT STATISTICS - 1955

I. Operations and Traffic	1955	1956
A. Ton Kilometers (Billions)	7,115 <u>1/</u>	6.8-7 <u>8/</u>
B. Tons Originated (Thousands)	57,846 <u>2/</u>	55,572 - <u>8/</u> 57,000
C. Average Daily Carloadings	10,500 <u>3/</u>	10,500 <u>8/</u>
D. Average Length of Haul (Kms)	123 <u>4/</u>	123 <u>8/</u>
E. Turnaround Time (days)	4 <u>5/</u>	4 <u>8/</u>
F. Average Net Tons Per Car	15 <u>6/</u>	14.5-15 <u>8/</u>
G. Operable Freight Car Park	42,000 <u>7/</u>	42,000 <u>8/</u>

1/ Tons originated x average length of haul.

2/ Budapest, Szabad Nep, dated 13 Aug 55, "Since 1938 amount of freight transported by rail has almost trebled." Almost 3 is somewhere between 2.5 and 3. AFOIN used the mean of 2.75 x 1938 figure.

3/ Operating freight car park ÷ turnaround time.

4/ CIA figure accepted by AFOIN. AFOIN figure for 1954 = 123.5

5/ Hadak Utjan Vol. VII, No. 74, 1955 "The heavy demands placed on rolling stock and the lack of time and facilities for proper maintenance have caused the rolling stock to depreciate seriously. To make matters worse, there is a shortage of spare parts and other repair materials, as well as the necessary high-grade lubricants. Thus, it has proven fruitless to increase the number of cars to over 50,000 and to force the turnaround time to less than 4 days. Briefly the shortage of rolling stock is MAV's most urgent problem." 25X1X4  
25X1X4 June 55.

6/ Tons originated daily ÷ average daily carloadings

7/ 25X1X4 1 Dec 1955. "1954 car park 45,000, 1955 car park 42,000... The difference of 3000 cars (in circulation)\* between 1954 and 1955 totals was caused by the large number taken permanently out of commission as no longer serviceable and not replaced. This was because of inadequate maintenance and repair, bad handling, and a shortage of materials and parts."

\* Parenthesis by AFOIN

8/ Probable performance for 1956 based on 1955 and rough estimates of operating capability of facilities and equipment.

\*USAF Declassification/Release Instructions On File\*

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POLAND - RAIL TRANSPORT STATISTICS - 1955

Ton Kilometers (Billions)	45 to 50	<u>1/</u>
Tons Originated	181,612,000-198,000,000	<u>2/</u>
Average Daily Carloadings	29,000 - 32,000	<u>3/</u>
Average Length of Haul (kms)	250	<u>4/</u>
Turnaround Time (days)	5	<u>5/</u>
Average Net Tons Per Car	17 tons	<u>6/</u>
Operable Car Park	160,000	<u>7/</u>

1/ Tons originated x average length of haul = Ton km.2/ Average daily carloadings x net tons per car x 365 = Tons originated3/  $\frac{\text{Operable Car Park}}{\text{Turnaround Time}} = \text{Average Daily Carloadings}$ 

4/ The average length of haul in postwar Poland is an unknown quantity. The pre-war Polish length of haul was about 267 kms. Poland has shrunk in size and since generally smaller countries have shorter lengths of haul than large ones, it may be assumed that the lengths of hauls has shortened. For example, a comparison shows Poland larger than West Germany and smaller than France, but with a traffic pattern closer to the latter. France has a length of haul 255 kms., West Germany 210 kms. Theoretically the length of haul should be somewhere between the two but probably closer to France because of the similarity in traffic patterns. Taking into account the new transit traffic between East Germany and the USSR and the prewar haul (which because of the relatively low productivity and population of the area ceded to the USSR would not decrease in the same ratio as the land area of Poland) a rough estimate of about 250 kms seems in order.

5/ Approximately five days seems to be feasible according to EIC Working Group Report on RR capability.

6/ Average car capacity estimated as 20-23 tons (On the average assumed to be loaded to 74% of capacity - EIC Working Group Report)

7/ Based on estimates of 113,000 cars in 1946 (Quarterly Review - Vol. XV - National Economic Bank, Warsaw - No. 5, Dec 1946 and UNRRA Report #R-68-47 2 June 1947) and estimates based on AFOIN maximum production and retirement figures for subsequent years.

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